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INTERN

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Flying Dutchman Engine Gang Plows



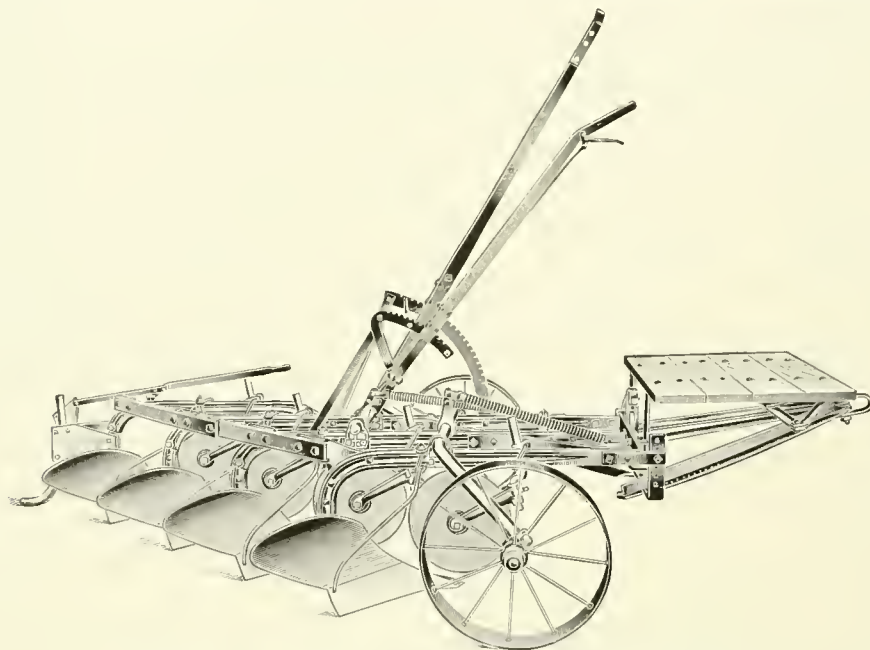
A Complete Line Adapted to Any Soil and
Condition of Traction Plowing

MADE BY

Moline Plow Company
MOLINE, ILLINOIS

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International Harvester Co. of America, Incorporated
CHICAGO, ILLINOIS, U. S. A.



Little Dutchman One-Man Tractor Gang

Do you realize what it is?—A one-man plowing outfit.

It is perfect in every detail for “A one-man rig.”

A few of the real points are :

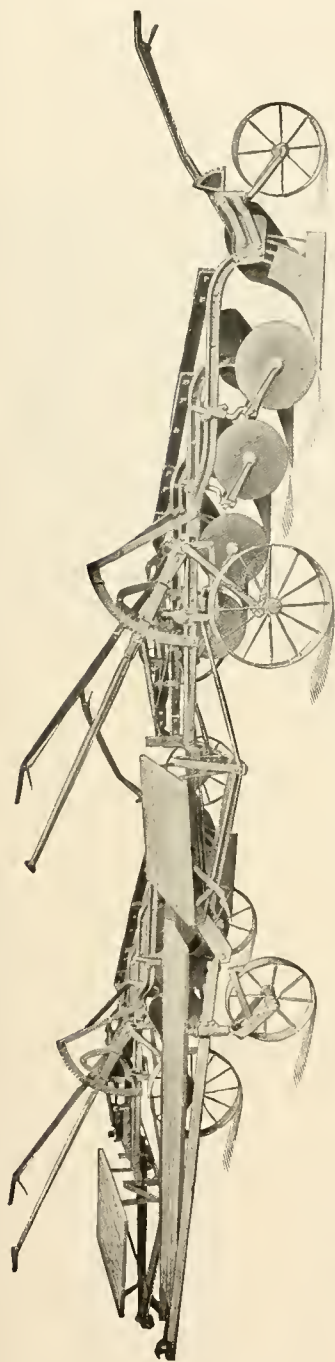
Platform couples up close to tractor, swivels up and down, but always staying in position and affords a stable footing for the single operator when working the levers, which act forward, and are so equipped with springs that the raising of the plow is easily accomplished.

When rear shoe is dropped and plows raised for road transportation, bottoms are raised high enough to clear all ordinary obstructions.

Furnished with either old ground or breaker bottoms which are interchangeable on some beams.

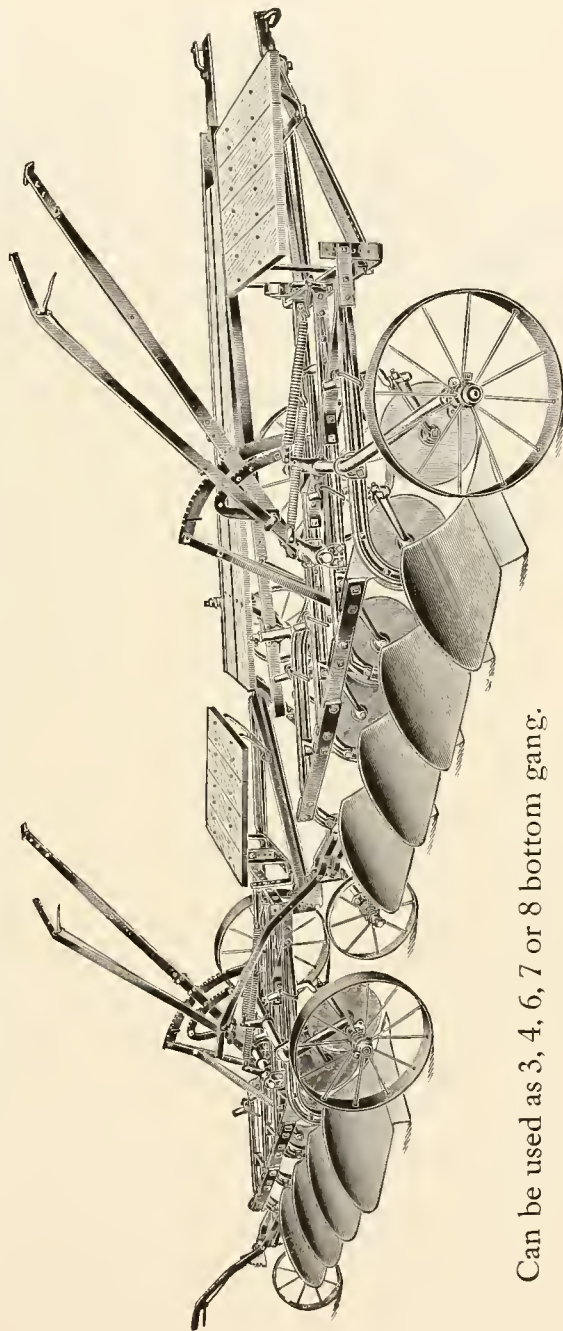
Built in gangs of four 14-inch plows; the fourth bottom can be taken off making a three-plow.

Two gangs may be coupled together, with truck and set over platform (as shown on opposite page), this making a combination of 6, 7 or 8 bottom gang—at a great saving in cost, together with ease of operation, light draft and splendid work.

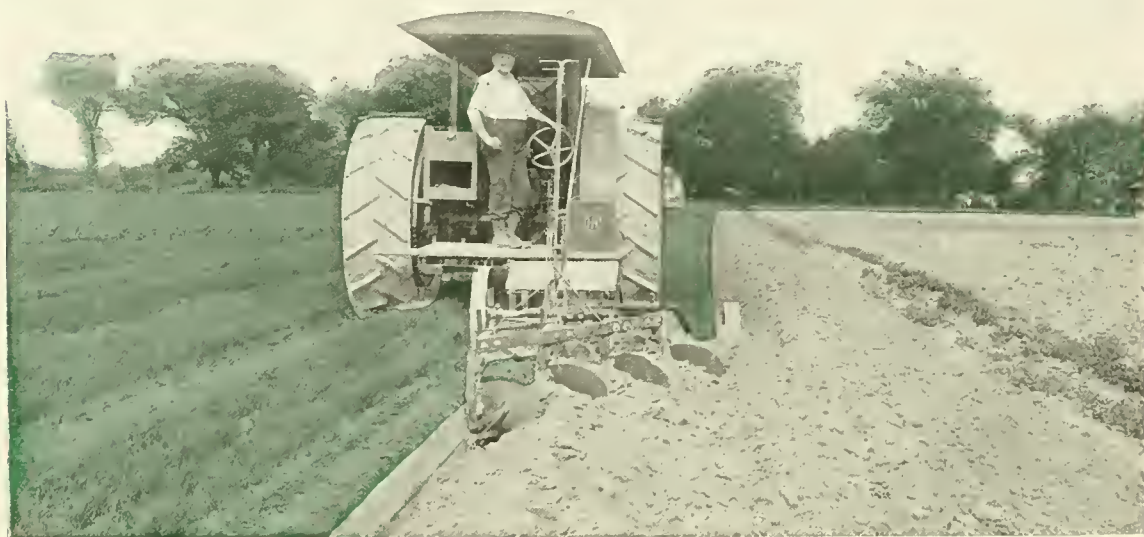


Two Little Dutchman One-Man Tractor Gangs

Coupled together (landside view), showing operating platform and truck with running board.
Built with regular bottoms for plowing maximum depth of nine inches.
Also Little Dutchman Special Deep Furrow Gang for deep plowing up to 14-inches in depth.



Can be used as 3, 4, 6, 7 or 8 bottom gang.



Little Dutchman Special Deep Furrow One-Man Tractor

If you ever plowed a furrow in your life, this cut from an actual photograph, will tell you more than you would learn by reading a full page of ordinary descriptive matter.

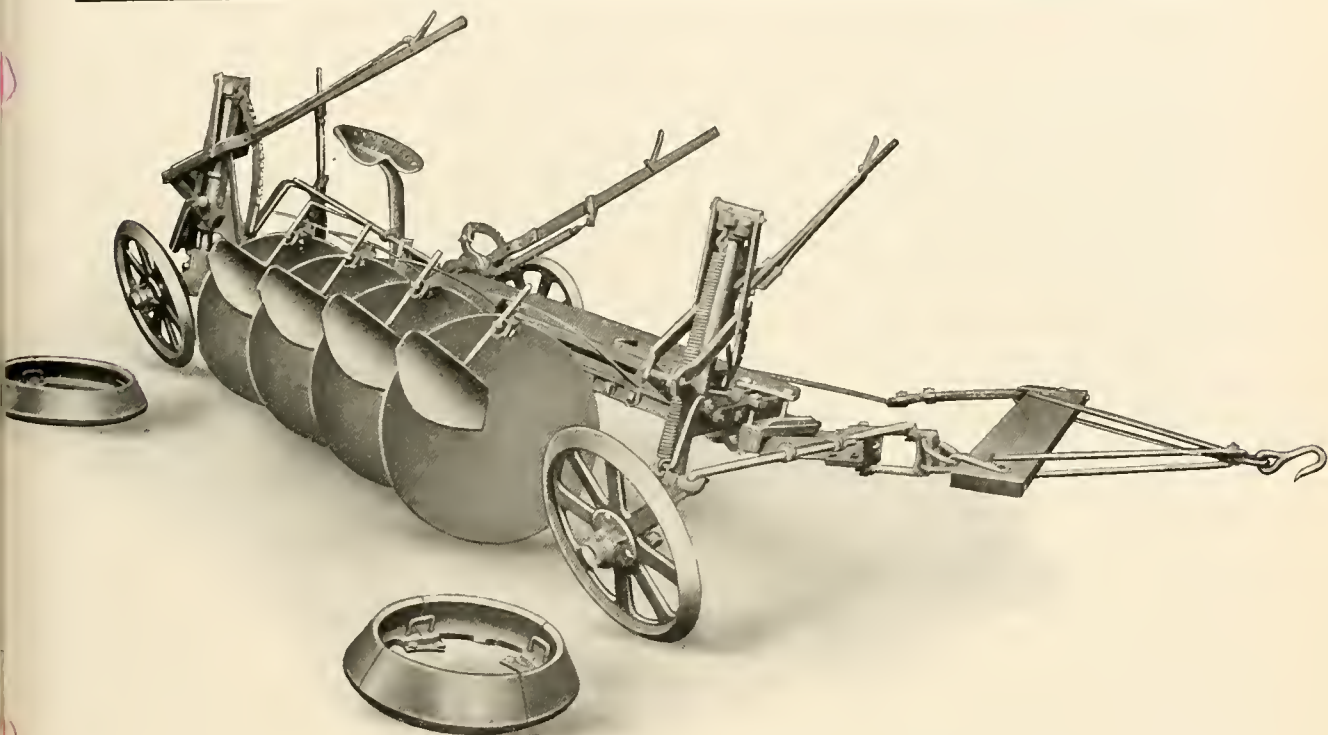
You see a 45-horse power International tractor hitched to a four-plow gang, each plow cutting a furrow fourteen inches wide and fourteen inches deep, and both operated by one man.

Notice set-over hitch, tractor on firm ground and plow in proper position, being pulled naturally and perfectly straight. See platform coupled up close to the tractor, affording convenient and staple footing for the single operator when working the levers to throw the plow in or out of work.

You can do a perfect job of plowing at any depth varying from four to fourteen inches. All bottoms on Special Deep Furrow One-Man Tractor Gangs are 14-inch cut, general purpose shape, with special high moldboards.

This gang is built in two sizes: Four and three bottoms. The four-plow can be reduced to three by removing the rear bottom and beam, or vice versa.

This gang is also made in the same sizes with regular bottoms capable of plowing from four to eight inches deep and can be equipped with general purpose, old ground, or sod-breaking shape bottoms, the different styles of bottoms being interchangeable.



Deep Furrow Rotary Gang No. 3

A man's crop tells whether he used it or not.

Conservation of moisture a dream of yesterday—a necessity of today. The most successful method of conservation is the use of the Deep Furrow Rotary Gang.

Plow deep, 12 to 15 inches. It has 28-inch discs and a strong, heavy frame. Adjust the scrapers and turn up new soil. Cover trash, manure or heavy weeds.

Subsoil if you wish. Set the scrapers to suit. Crowd the subsoil over or loosen it up without turning it up on top. These adjustable scrapers do the business.

Break up the hard-pan if you have any. Work your soil after any method you desire.

The Deep Furrow Gang No. 3 is especially valuable in preparing the seed bed for sugar beets.

The construction is modern. Front furrow wheel controlled by the hitch. Can be set for any desired "gather." Discs have chilled bearings.

Levers conveniently handled from running board.

Rim attachments furnished when desired. Give additional weight in hard plowing or rim surface in sand or soft ground.

Built in two sizes, 3 and 4 discs, and can be used in multiples of 3 and 4 as 6, 7, 8, 9, etc.



Big Dutchman Engine Gang

Built in Six, Eight, Ten and Twelve Bottoms

The Big Dutchman Engine Gang is unequalled for strength, convenience and working qualities.

Note its perfect features :

Frame. This heavy steel frame is designed so that it equalizes the strain between the engine and the plows. It is supported by three wheels, the two in front being of the caster type. This three-point suspension causes the plow to follow an uneven surface without throwing unnecessary weight upon any one wheel. Wheels have steel hubs with removable boxings, dust proof and provided with compression grease cups. Tires are of heavy steel with wide face. The frame is covered with a durable plank platform, perfectly flat on top, no elevations to annoy the operator or interfere with the carrying of a coal box and water tank. For convenience in handling, this platform is made in two sections.

Hitch. The hitch is composed of two strong chains with two heavy compression springs attached to two upright adjustable steel clevises. The springs are made to stand three thousand pounds each at a compression of four inches. They are an advantage to both engine and plows in starting, and when the plows strike obstructions there is not the dead, solid strain that there always is with hitches not equipped with springs.

Individual Plows. There is a distinct advantage in having each plow independent, controlled by its own gauge wheel and lever. In no other way can the bottoms be made to do their work properly—cut furrows of uniform depth. When the soil is in such condition that the engine wheels make depressions in the

FLYING DUTCHMAN ENGINE GANG PLOWS

ground the independent plows affected can be adjusted to meet the requirements. When working in stony fields but one plow is affected by such obstructions and there are no "skips" like there are when the plows are working in gangs and all rise when but one is obstructed.

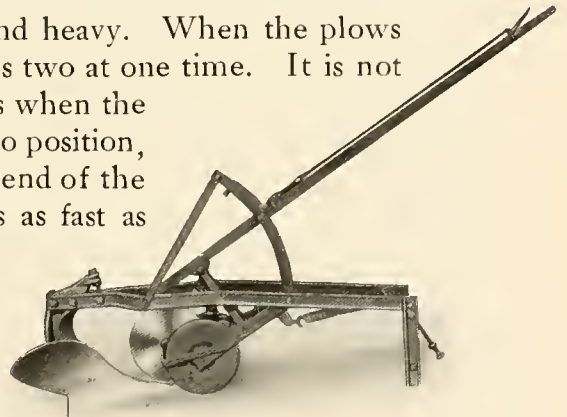
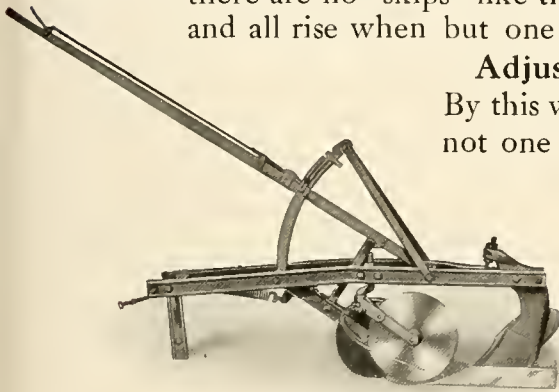
Adjustment. Each plow has an adjustable bracket. By this we mean a bracket that has adjustment in itself, not one where the plow beams are adjustable on the bracket, or the bracket adjustable on the frame. The purpose of this adjustable bracket is to provide means for perfect alignment of the plows, that each may be made to cut the proper width. With this device the adjustment can easily be made by the operator while the plow is in motion without removing a nut.

Standards. The standards are held between the two heavy steel beams and are equipped with a screw rod, enabling the operator, while the plows are in operation, to regulate the suction required for different depths of plowing.

Levers. The levers are all steel, long and heavy. When the plows are to be lowered, the operator usually releases two at one time. It is not necessary for him to stop to set the levers as when the plows enter the ground they move the levers to position, where they are stopped automatically. At the end of the field one man will readily operate the levers as fast as necessary to finish up evenly. Each plow has a powerful lifting spring that may be adjusted to suit conditions. These springs make an extraordinarily easy lift.

Gauge Wheels. Each plow has an independent gauge wheel, sixteen inches high with a three and one-half inch rim closed on both sides. Being closed on both sides avoids all danger of its gathering trash. The hubs have hard steel boxing, dust proof, and the spindles are chilled, making the most durable bearing known. The gauge wheels are set in a steel yoke which slopes down to the center of wheel from a point forward on the beam, thus preventing trash from being pushed.

With this point in view the wheels are arranged so that when the plow is lowered for work the wheels move back toward the plow, and when raised they move forward, which gives an unusually high lift. Note the picture on preceding page showing the plow in a raised position.



FLYING DUTCHMAN ENGINE GANG PLOWS

Swivel Coulters. The coulters are of special design. They have a heavy one and one-half inch stem and may be given any desired set. The yoke is made of steel. The bearings are so designed that they can be kept tight at all times. They are chilled cast and covered with large flange to exclude dust. The hubs are very narrow, giving greater clearance between coulters and gauge wheels. Oil holes on the side of hubs have a screw plug to keep out dust and dirt.



Bottoms. Both stubble and breakers have fifteen-inch shares on fourteen-inch bottoms. This extra inch insures thorough cutting of furrow walls. These shares are three-eighths thick with heavy points. Breaker points are reinforced with crucible steel. Either fin cutters or coulters can be used with the breaker bottom. An adjustable extension is furnished for breaker moldboards. Frogs are of hard steel, the most desirable for engine plow use. Rod breaker bottoms can be furnished when desired.

Sold by
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CHICAGO U S A

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